

[025] FIG. 1:

One prime mover 1 preferably designed as electric motor drives via an (first) drive shaft 2, a first spur gear 3 of a reduction gear 4. The first spur gear 3 drives a second spur gear 5 which, via a bevel gear (not shown) drives an output 6 of the wheel drive which is connected with a drive wheel 7. A second prime mover 8 drives, via a (second) drive shaft 9, an inner central gear 10 of a planetary gear 11, which is designed as a Wolfram transmission. Planets 12 mesh with a first hollow gear 13 and a second hollow gear 14, the first hollow gear 13 being non-rotatably supported in a cover 15 non-rotatably connected with a part of the vehicle chassis. The second hollow gear 14 is non-rotatably connected with a cover 16 non-rotatably connected with a housing 17 whereby the rotation of the second hollow gear 14 turns the housing 17 in direction of a steering motion. A steering gear 18 is located between the reduction gear 4 and the second prime mover 8. A brake 19 is situated between the first prime mover 1 and second prime mover 8. The first prime mover 1, the second prime mover 8, the brake 19 and the steering gear 18 are co-axially disposed. The drive shaft 2 is connected with rotating parts 20 of the brake 19.

## 1-10. (CANCELED)

11. (CURRENTLY AMENDED) A wheel drive for an industrial vehicle, the wheel drive comprising:

a first electric prime mover (1) having a first drive shaft (2) driving an output (6), via at least one spur gear transmission (4), in a desired rotational direction which is drivingly coupled to a drive wheel (7);

a second electric prime mover (8) driving a second drive shaft (9) being coupled with the output (6) such that by rotation of the second drive shaft (9) of the second electric prime mover (8), the output (6) rotates in a desired direction to provide a desired steering motion for the wheel drive;

a brake (19) for braking the drive wheel (7);

the first electric prime mover (1), the second electric prime mover (8) and the brake (19) all being disposed co-axially with the second drive shaft (9) of the second prime mover (8) and contained within a common housing with the second electric prime mover (8) being located vertically below the first electric prime mover (1); and

the brake (19) being located between the first prime mover (1) and the second prime mover (8);

wherein the second drive shaft (9) drives an inner central wheel (10) of a planetary transmission (11) having planetary gears (12) operative connected with a first hollow gear (13) and a second hollow gear (14), the first hollow gear (13) and the second hollow gear (14) have different numbers of teeth, and the first hollow gear (13) communicates with one part of the industrial vehicle and the second hollow gear (14) communicates with a rotating part (16).

## 12. (CANCELED)

13. (CURRENTLY AMENDED) A wheel drive for an industrial vehicle, the wheel drive comprising:

a first electric prime mover (1) driving an output (6) via at least one spur gear transmission (4) in a direction of a traveling mechanism connected with a drive wheel (7);

a second electric prime mover (8) driving a drive shaft (9) being coupled with the output (6) such that by rotation of the drive shaft (9), the output (6) rotates in a direction of a steering motion; and

a brake (19) for braking the drive wheel (7);

the first electric prime mover (1), the second electric prime mover (8) and the brake (19) all being disposed co-axially with the drive shaft (9) of the second prime mover (8);

the brake (19) being located between the first prime mover (1) and the second prime mover (8); [[and]]

wherein the drive shaft (9) drives an inner central wheel (10) of a planetary transmission (11) having planetary gears (12) operative connected with a first hollow gear (13) and a second hollow gear (14), the first hollow gear (13) and the second hollow gear (14) have different numbers of teeth, and the first hollow gear (13) communicates with one part of the industrial vehicle and the second hollow gear (14) communicates with a rotating part (16); and

the planetary transmission (11) being co-axially with the first prime mover (1).

14. (CURRENTLY AMENDED) A wheel drive for an industrial vehicle, the wheel drive comprising:

a first electric prime mover (1) driving an output (6) via at least one spur gear transmission (4) in a direction of a traveling mechanism connected with a drive wheel (7);

a second electric prime mover (8) driving a drive shaft (9) being coupled with the output (6) such that by rotation of the drive shaft (9), the output (6) rotates in a direction of a steering motion; and

a brake (19) for braking the drive wheel (7);

the first electric prime mover (1), the second electric prime mover (8) and the brake (19) all being disposed co-axially with the drive shaft (9) of the second prime mover (8);

the brake (19) being located between the first prime mover (1) and the second prime mover (8); [[and]]

wherein the drive shaft (9) drives an inner central wheel (10) of a planetary transmission (11) having planetary gears (12) operative connected with a first hollow gear (13) and a second hollow gear (14), the first hollow gear (13) and the second hollow gear (14) have different numbers of teeth, and the first hollow gear (13) communicates with one part of the industrial vehicle and the second hollow gear (14) communicates with a rotating part (16); and

the rotating part (16) communicating with a housing (17) of the output (6).

15. (CANCELED)

16. (PREVIOUSLY PRESENTED) The wheel drive according to claim 11, wherein the brake (19) engages via spring force and disengages via one of electromagnetic power and hydraulic power.

17. (PREVIOUSLY PRESENTED) The wheel drive according to claim 16, wherein the spring force is generated by at least one plate spring (26) or at least one spiral pressure spring (23).

18. (PREVIOUSLY PRESENTED) The wheel drive according to claim 11, wherein the brake (19) is a liquid-cooled brake.

19. (PREVIOUSLY PRESENTED) The wheel drive according to claim 11, wherein the brake (19) is a dry-operating disc brake, and a seal is located between the brake (19) and the at least one spur gear transmission (4).

20. (CURRENTLY AMENDED) The wheel drive according to claim 11, wherein the first drive shaft (2) of the first prime mover (1) ~~has a drive shaft (2) which is~~ connected with the brake (19) via one of an engaging gear and a fitting spring.

21. (CURRENTLY AMENDED) The wheel drive according to claim 11, wherein the first drive shaft (2) of the first electric prime mover (1) extends longitudinally through an interior of the second drive shaft (9) of the second electric prime mover (8).